HOGS ACTIVE AND STRONG

IN GENERAL WAY THE MARKET WAS HIGHER THAN TUESDAY.

Choice Cows and Heifers Active at Steady Prices-Export Grades and Plain Stock Were Slower Sale.

Receipts and Shipments.	7 7
-and Deceipts	000,
CATTLE-Receipts	900
SHEEP-Receipts	300

UNION STOCKYARDS, INDIANAP-OLIS, April 20.-The marketing of hogs continues about up to expectations for this season of the year, and current supplies appear to be about large enough to accommodate the immediate requirements of the trade. In point of quality, the hogs, of course, are not nearly up to the standard represented earlier in the year, but most of the consignments are in fair condition. The quality to-day was generally reported shippers, and from the start they were strong prices compared with yesterday's and the hog market active at strong prices. average. Packers were a little slow in getting started, but when they came into the market the additional competition caused an active trade and sales usually were rather strong, compared with yesterday's average. Most dealers quoted the market a shade higher than yesterday's and about 100 larger than a year ago. close, a shade lower than yesterday morning and strong compared with yesterday's There were not many hogs in rather a strong market at the close. Late | year ago. sales were not quotably higher than the average for the day. Extreme inferior light top price. Quotations:

			108-	tive Sal		-		
ı	Pr.	Dk.		No.	Pr.	Dk.	Av.	
ı	\$5.10			27	\$5.20	200	.226	1
	5.10	240	199	66	5.20	79.63	.234	Same
	5.10	280	201	78	5.20	160		
	5.10	200	202	74	5.20	49	.236	£
	5.10	120	304	Tierres	5.20	80		Torres
	5.10	320	210	81	5.20	80	.241	W
	5.10	120	213	68	5.20	280	252	
	5.05	160	210	23	5.12%	200	188	
	5,00	***	148		5.12%	80		A
	5.00	240	172		5.10	40:	163	S
	5.00	***	197		5.10	-40	172	Louise
	4.75	**	129	102	5.10	40	.173	
	4.75	**	136	99	5.10	40	.174	1
	4.50	50	92		5.10		183	3
	4.25		92		5, 10	120		1

Good to choice light weights..... 5.05@5.10

Common to fair light weights 4.75@5.00

this time in the week, there was a very fair supply of cattle to-day and almost a complete variety of stock was represented. Of course there was not a large proportion of the class that could be expected to command top prices, but the average quality and condition of the offerings was fully equal to that represented heretofore this week. The market opened with an active request for the choice cows and heifers, all of which sold promptly at fully steady prices. Common to medium female butcher cattle as usual did not sell as promptly as the good ones, and prices, although about steady, were not altogether satisfactory. There was a very fair outlet for the good light to medium weight steers, and prices were as high as heretofore this week. There was very limited competition for the best export grades, as well as plain butcher stock, and they were more or less difficult to sell at steady prices. Finally, however, all steers that could be sold at all brought steady prices compared with the decline reported heretofore this week. There was again a moderate demand for feeding stock and no preceptible change in the market. Bulls were steady. Calves sold about steady, if good, but the ordinary kinds generally were lower. Quotations:

	-Steers
	Good to choice steers, 1,350 lbs and up- wards\$4.65@ 5.25
	Plain fat steers, 1,350 lbs and upwards. 4.50@ 4.75
	Good to choice 1,200 to 1,300-lb steers 4.400 4.75
	Plain fat 1,200 to 1,300-lb steers 4.15@ 4.50
	Good to choice 900 to 1,150-lb steers 4,10@ 4,50
	Plain fat 900 to 1,150-lb steers 3.75@ 4.25
	Choice feeding steers, 1,000 to 1,100 lbs 4.15@ 4.35 Good feeding steers, 900 to 1,100 lbs 3.75@ 4.10
	Medium feeding steers, 800 to 900 lbs 3.40@ 3.65
ş	Common to good stockers 3.00@ 4.00
	-Heifers
	Good to choice heifers\$1.10@ 4.50 Fair to medium heifers

Common light heifers..... 3.00@ 3.50

Good to choice cows

	Fair to medium cows							
	Good to choice come an	d onlyne 25 000250 00						
	Good to choice cows and culves							
	-Bulls and Calves							
	Prime to fancy export bulls\$3.60@ 3.75							
	Good to choice butcher	butis 3.00@ 3.50						
	Common to fair bulls	2.3000 2.75						
	Fuir to best year calve	S 4.50@ 6.00						
		ves 2.50@ 4.50						
	-Representative Sales-Steers							
	No. Av. Pr.	No. Av. Pr.						
	29 1317 \$1.80							
	7	5 4.35						
	1446 4.77	31123 4.35						
	25	31003 4.25						
	5 S. & H 824 4.73	2 1710 4 25 1						
	17	6 Feeders 683 4.00						
	16	8 Feeders X50 2 85						
	27 Feeders 906 4.4	3 Feeders 760 3.80						
	31 Feeders 950 4.40	3 Feeders 553 3.50						
-Helfers								
	No. Av. Pr. 22	No. Av. Pr. 576 \$4.10						
	22 1210 \$4.63	3 576 \$4.10						
¥	1 910 4.5	2 800 4.00						
	18 782 4.50	1 600 4.00						
	2 780 4.4							
	11020 4.40	3 550 3.85						
	4	27 Feeders 563 3.25 1						
	3 980 4.2	4 Feeders 665 3.00						
	2 830 4.1	3 Feeders 510 3.00						
	1 760 4.1	3 Feeders 510 3.00						
	—C	ows.—						
	No. Av. Pr.							
	1							
	11200 4.00							
	61278 4.00	2 Cutters1075 3.25						
	1	C. C						
	11130 4.0							
	21235 4.0	- I						
	11190 3.7.							
	31123 3.6							
	21015 3.6							
	21030 3.5							
	1 900 3.5							
	1 960 3.4	9 2 Canners 825 2.35						
		ulls.—						
	No Ass Do	No. Am De						

.1300 \$4.00 |

.1420 3.40

.2240 3.25

3,65

Av. Pr. No.

-Calves --

1.....2410 \$3.25

...... 940 3.10

...... 104 4.75

1......1650

......1180

Sheep-The marketing of sheep and lambs by slow collections and inability to raise continues to increase slowly, and the sup- ready money. No statement was issued. plies are considerably larger than they have | The bank was established in 1893. en for some time past, but at that hardy equal to the average expected at this time in the year. While the receipts are larger there is very little variety in the nsignments, and as usual for some time past it is impossible to develop the true condition of the market for all kinds by actual sales. There were enough here today to accommodate local butchers, but hardly enough to invite competition from shippers. The demand, however, was steady and sales for the most part represented at least steady prices compared with those prevailing heretofore this week. When butchers had secured their requirements, which was early in the day, there were not enough left to interest other buyers, and the market closed steady at Where, in the golden sheen of autumn eyes, ambs averaging 35 and 46 pounds at \$80

II, wool lambs at \$6. clipped lambs at \$4.500 5.25, wool sheep at \$4.25, and clipped sheep at \$2.5074. Quotations: 5.50@ 6.25 | The thin smoke curleth through the frosty air, ood to choice lambs. 4.60@ 5.25 The light smiles from the windows; hearken amon to medium lambs... 3.00@ 3.75 | To flame-eyed listeners told, Fair to medium sheep..... Culls and common sheep. 2.30 Stockers and feeding sheep...... 2.00@ 3.00 64 Clipped lambs.....

the Baker Lasporth of Marcal

THE HORSE MARKET.

About 350 head of horses were received for the closing auction sale yesterday. The consignments consisted of about the same kinds as have been coming for several weeks. While there were some of nearly every description, the chunks and workers predominated, and there was rather a scarcity of extra good coach horses. There is a continued good attendance of buyers, the general demand is up to expectations at this time, and the competition is strong enough to create an active market. In numerous cases sales of extra selections are does not appear to be much higher, al-though the average can be considered strong. A few extra good draft and coach horses are selling above \$200, but as usual there are not many good enough to bring over \$175, and most of the supply of medium to good chunks, drafters, drivers and coach horses sold from \$110 to \$160.

LIVE STOCK NOTES.

The marketing of stock the first half of this week shows a fair improvement in hogs, very little change in cattle, and an increase of over 300 sheep compared with the same time last week, and a slight change in hogs, an increase of 400 cattle a trifle better than yesterday. The mar- and nearly 200 sheep compared with the ket opened with a very fair request from | corresponding time a year ago. There was very little if any change in the general cattle market yesterday compared with the reasonably free buyers at fully steady to day before, sheep and lambs were steady,

> For the week thus far the receipts of sheep and lambs show an increase of over 300 compared with the same time last week and nearly 200 compared with the corresponding time a year ago. The receipts yesterday were 200 larger than a week ago

The receipts of hogs for three days show | ident of the Chicago Great Western, sug-It was observed that the grades a little improvement over the same time kinds developed rather the most | last week and slight change compared with the corresponding time a year ago. The receipts yesterday were a little larger than late, but enough to indicate that there was a week ago, but slightly smaller than a

Combined receipts of cattle for three days hogs to best heavies sold at \$4.75@5.20, and | show very little change compared with the bulk of the supply sold at \$5.05@5.15, same time last week and an increase of although there were several loads at the fully 400 over the corresponding time a year ago. The receipts yesterday were At a meeting held in New York city im-Good to choice medium to heavy \$5.10@5.20 about the same as a week ago and fully as portant changes have been made in the Mixed and heavy packing...... 5.00@5.15 | large as a year ago.

ELSEWHERE.

CHICAGO, April 20.-Cattle-Receipts, 17,000; market strong to 10c higher; good to prime steers, \$5.05@5.65; poor to medium, \$3.80@5; stockers and feeders, \$3@4.25; cows, \$1.75@4.35; heifers, \$2@4.85; canners, \$1.75@ 2.60; bulls, \$2.25@4.25; calves, \$2@4.50; Texas fed steers, \$4.25@4.80.

Hogs-Receipts to-day, 22,000; to-morrow, 25,000; left over, 3,689; mostly higher; mixed and butchers' \$5.05@5.20; good to choice heavy, \$5.15; rough heavy, \$4.95@5.10; light, \$4.85@5.10; bulk of sales, \$5.05@5.15. Sheep-Receipts, 18,000; sheep steady to weak; lambs steady to strong; good to choice wethers, \$4.75@5.50; fair to choice mixed, \$3.75@4.60; Western sheep, \$4.90@5.45; native lambs, \$4.50@5.50; Western lambs, \$4.75@5.65; wool Western lambs, \$6.50@6.80. Official yesterday-Cattle, receipts, 6,200: hogs, 15,743; sheep, 13,642; shipments, cattle, 4,682; hogs, 6.771, sheep, 3.010.

NEW YORK, April 20.-Beeves-Receipts, 2,521. Steers, steady to strong; bulls and cows, 5c to 10c higher; common to prime steers, \$4.20@5.60; extra, \$5.75; bulls, \$3.25@ firm. Shipments, 5,900 quarters of beef. Calves-Receipts, 3,971. Market opened steady to 25c lower, closed 50c lower. Veals, \$3.50@4.65; extra, \$6.50@6.75; few tops, \$7; little calves, \$2.75@3; city dressed veals, weak at 61/2c to 91/2c per lb; country dressed,

Sheep and lambs-Receipts, 5,684. Sheep firm; lambs, 10c to 15c higher; clipped lambs, 25c higher; spring lambs, firm; wooled sheep, \$465.50; clipped sheep, \$4.506 ; wooled lambs, \$6.50 to \$7.50; clipped lambs, \$6.121/2 to \$6.50; spring lambs, \$3 to \$5 each. Hogs-Receipts, 6,367; firmer. Good state

6c to 81/2c.

KANSAS CITY, April 20.-Cattle-Receipts, 5,000; beef steers, 10@15c higher; others strong. Export and dressed beef steers. \$4.60@5.30; fair to good, \$3.75@4.50; Western fed steers, \$3.60@4.35; Southern cows, \$2.75@ 3.25; native cows, \$2@4.15; native heifers, \$3.50@4.50; bulls, \$2.60@3.80; calves, \$2.75@

Hogs-Receipts, 9,000, Market opened 5@ 10c higher; advance lost before close. Top, \$5.021/2; bulk of sales, \$4.85@5; heavy, \$4.90@

packers, \$4.90@5; pigs and lights, Sheep-Receipts, 4,000. Market strong to 10c higher. Native lambs, \$5.50@6.35; Western lambs, \$5.50@6.45; fed ewes, \$5@5.40; yearlings, \$5@5.85; stockers and feeders,

\$3.50@4.50. ST. LOUIS, April 20.-Cattle-Receipts, 2, 500, including 700 Texans. Market steady Native shipping and export steers, \$4.10@ 5.50; dressed beef and butchers' steers, \$400 5.25; steers, under 1,000 lbs, \$3.75@5.10; stockers and feeders, \$3.50@4.50; cows and heifers, \$2.35@4.85; canners, \$2.10@2.50; bulls, \$3@4.25; calves, \$3.75@5; Texas and Indian burg attending a meeting of freight offisteers, \$3.75@4.75; cows and heifers, \$2.50@ cials.

Hogs-Receipts, 5,500. Market 5@10c higher. Pigs and lights, \$4.40@4.90; packers, \$4.60/65.05; butchers and best heavy, \$4.95@ Sheep-Receipts, 2,500. Market strong. Culls and bucks, \$4@4.75; stockers, \$2@3.

OMAHA, April 20 .- Cattle-Receipts, 4,500. Market strong to 10c higher. Beef steers, \$3.60@5.25; cows and heifers, \$3@4.20; stockers and feeders, \$2.80@4.15; calves, \$3@5.75. Hogs-Receipts, 12,500. Market 5c higher. Heavy, \$4.80@4.90; light, \$4.60@4.85; pigs, \$4

Sheep-Receipts, 11,000. Market steady to 10@15c higher. Sheep 10@15c higher. Sheep, 365.75; lambs, \$5.2566.25. PITTSBURG, April 20.-The Ohio Live

Stock Commission Company reports receipts of cattle light. Receipts of hogs, 1,000; heavy selling at \$5.50; mediums, \$5.55; best heavy Yorkers, \$5.50@5.55; light Yorkers, \$5.30@5.40, and pigs, \$4.90@5. Receipts of sheep and lambs, 600; sheep selling from \$5 down and lambs from \$6 down. LOUISVILLE, April 20.-Hogs-Market

opened 5c higher on medium and heavy hogs; steady on all other grades; the offerings being light, all arrivals were quickly absorbed, market closing firm as follows: Choice corn-fed hogs, 165 lbs and up. \$5.20; light Yorkers, \$4.85; heavy pigs, \$4.30; light pigs, \$4; roughs, \$4@4.65. BUFFALO, April 20.-Sadler, Huddleston

& Co. report receipts of hogs light; heavy selling at \$5.70; Yorkers at \$5.65@5.70, and pigs at \$5,35@5.45. Top lambs, \$7.25. Sheep market strong. Cattle market firm. CINCINNATI, April 20 .- Hogs active and higher at \$4@5.35. Cattle strong at \$2,25@4.75. Sheep strong at \$3.25@4.50. Lambs strong

Another Oklahoma Bank Closed. ENID, O. T., April 20 .- The Citizens' Bank, one of the largest here, closed its cars of the largest size. doors to-day and Paul F. Cooper, of Guthrie, the territorial bank commissioner, will take charge. William Kennedy, the pres-

at \$4.75@6.50.

The Happy Land.

Studded with cheerful homesteads, fair to see, With garden grace and household symmetry: How grand the wide-brow'd peasant's lordly The matron's smile serene!

O happy, happy land!

Half hid in dewy grass, the mower blithe Sings to the day star as he whets his scythe; And to his babes at eventide again, Carols as blithe a strain. O happy, happy land!

The happy land! prices. Sales included spring The bright-hair'd children play among the Or gather ripest apples all the day, As ruddy-cheek'd as they. O happy, happy land!

To the white grandsire's tale of heroes old-

O happy, happy land!

THE ERIE RAILROAD WILL ENTER THE FIELD AS A BOSTON LINE.

Scheme to Combine Great Western and Kansas City Southern Roads-General and Personal Notes.

The promised trouble over the differential rate to the G. A. R. encampment at possibly at least \$5 per head higher than a Boston is becoming more pronounced, and week ago, but in a general way the market | the question now is, which of the roads will start the trouble? The Nickel-plate in voting for the resolution returning to the G. A. R. the right to the one cent a mile rate, which it has had heretofore, made the reservation that it would consent to that rate so long as no other railroad made a lower rate. Now the statement comes that the Erie will likely be the road which will stand out for the full measure of its differential, and that being the case, the other roads will stand for their privilege. In connection with this the question has been raised whether the Erie is not planning to ingratiate itself in Boston business during the coming summer in a way that will give it a permanent advance. The road through to Boston is, in a way, new territory for the Erie, and the opening of that field might prove to be of more than ordinary advantage to that road. This route is promising, and the Erie is believed to have designs on Boston business.

Another Proposed Merger. It is expected the Holland stockholders, at the next annual meeting, will try to carry out a plan to combine the Kansas City Southern and the Chicago Great Western roads. It is said that A. B. Stickney, presgested the plan to add the Great Western to the Kansas City Southern to the Dutch stockholders who have aided him in the development of the Great Western system. The combination of the Great Western and the Kansas City Southern would give a system of nearly three thousand miles. It would be almost an airline from St. Paul to Port Arthur, on the Gulf of Mexico. direct rate of the Kansas City Southern Railway, which it is believed portend an attempt on the part of the Holland stockholders to wrest the control of the property from the Harriman-Gould interests, now in control. The following changes have been made, says the Kansas City

"George J. Gould, ceased to be first vice president and was succeeded by Herman Sielken, a New York broker who is representing the Holland interests; John Lambert, of Chicago, a director, representing the Harriman-Gould interests, was retired, and the office of general counsel, held by Max Pam, of New York, who also represented the Harriman-Gould interests, was

Ticket Frauds.

Frauds have been so numerous of late in offering railroad tickets, that a circular has been issued by L. M. Allen, general passenger agent of the Chicago, Rock Island & Pacific, calling the attention of the conductors on that line to tickets that are offered. The circular states that tickets 4.50; cows, \$1.60@4.10; top price, \$4.20. Cables | are being changed by irresponsible parties over the entire line of the Rock Island. Many schemes are resorted to by ticket manipulators, who use acids to remove stamps of dates and plug punched out holes to deceive the conductor, and some of them are so expert in their work that it requires close scrutiny to detect the alteration. The circular explains very clearly the means used in defrauding the railroads. It calls special attention of conductors to the fact that when tickets are altered, in almost every instance the impression of the ribbon dater on the back of the ticket is changed. This is done in most cases by erasing the date and stamping it in again without changing the impression of the die of the stamp. Conductors who detect such transportation in the hands of passengers are to endeavor to obtain from the holders their names and addresses, the name and address of the person from whom the transportation was purchased, the date and time of purchase, and, also if possible, where the traveler is going and where they can be communicated with.

Personal, Local and General Notes. George Ingalls, general freight agent of the Big Four, was in the city last night on

On April 28 the Pennsylvania Sunset Limited annex sleeping car between New York and New Orleans will be withdrawn. H. C. Sheperd, assistant general freight agent of the Pennsylvania, is in Pitts-

his way to French Lick Springs.

Ralph Peters, general superintendent of the Southwest system of the Pennsylvania. is in Pittsburg for a conference with General Manager Peck. The stockholders' meeting the the New Native muttons, \$4.75@5.75; lambs, \$5.25@6. York Central & Hudson River Railroad Company yesterday resulted in the re-elec-

tion of the old board of directors. H. A. Worcester, division superintendent of the Lake Shore, at Buffalo, has issued a bulletin to the effect that the present sysget on or off must be stopped at once. The freight department of the Chicago, Milwaukee & St. Paul has created a new position, that of general agent, and George B. French has received the appointment. John H. Grace, general agent of the Great Northern Railway, and H. D. Landry, commercial agent of the Cotton Belt, were among last night's arrivals in the

effective April 25, making the rate \$1 per ton instead of \$1.15. The Vandalia has large gangs of men at apolis west to Ben Davis, another force is

Local manufacturers are pleased over a

city.

work laying second track from Indianlaying second track at Terre Haute, another is laying double track eastward from | factory. The improvement work in Iowa, East St. Louis. The Baltimore & Ohio announces that it will run trains from Pittsburg for the

world's fair at St. Louis. This will give Pittsburg the choice of a number of fast trains to St. Louis via the three lines reaching that territory. Each will have the best of equipment. The Michigan Central has closed a contract for a car ferry to go into commission next October, and run between Detroit and Windsor. The new boat will cost

\$153,000, and there will be three tracks on

its deck with a capacity for twenty-one E. S. Batchelor, formerly assistant freight train master on the Pittsburg division of the Pennsylvania, has been apident, who returned to-day after an at- pointed joint agent at the Pittsburg Union To the Editor of the Indianapolis Journal: 2 C. & Cf 115.00 tempt to secure funds, said that he be- Stockyards. The appointment was made 49.00 lieved that every cent of liability would by Robert Pitcairn, who is president of

35.00 be paid in full. The failure was caused the stockyards company. On Sunday the Pennsylvania made at unusual effort to clear up all congested business on the Fort Wayne division, and during the day ninety-three trains passed over the division between Crestline and one day. This was the largest movement of the year.

The St. Louis & Southwestern Railroad Company (Cotton Belt), which on April withdrew its equipment from Memphis and closed its offices there, entirely suspending connection with Memphis because of difficulty with the Memphis Freight Bureau regarding, tariffs, on Monday resumed op-W. C. Loree, general superintendent of

double-track route on its Chicago lines. and that the company expects to close these gaps without delay. The heaviest work is west of Youngstown, where the company is under the management of Bristow. building a new line. The new yards at Demmier are nearing completion, which will greatly expedite the movement of

"Mountain and Lake Resorts" is the title of an attractive publication just issued by the passenger department of the Lacka- I Richards, president. wanna. The book is intended to give readable and reliable information about vacation places along that road, and its 128 pages are filled with suggestions for those seeking summer homes. The various hotels and boarding places, their location, all Indiana av. 'Phone 1906.



The Robbers... Where Is the Giant?

"You shall be my prize!" cried the robber, as he dragged the maiden away to a den of thieves and made ready for the wedding. They were all very rough, and when they were all beings as rude to each other as possible, a big giant rushed into the den. The first whisk of his sword slew a dozen. The giant proved to be a Prince who could change into a giant at will.

How many classified ads. in to-day's Journal. Answer In the above picture is a hidden person. On each week day there will appear on this page one of these puzzles. Until differently announced, five cash prizes of \$1.00 each will be awarded each week to the five solutions considered best by the puzzle editor. To receive consideration, each entire puzzle must be cut from the page and the hidden figure plainly outlined. The six must be pasted on the same side of one sheet of paper in the order in which they appeared; they must be mailed not later than the following Tuesday, in an envelope addressed to DAILY Puzzle Editor, The Indianapolis Journal. Also, you must answer the question asked above concerning the number of ads. each day. Announcement of the prize winners will be made the second Sunday after the com-

There is a separate series of puzzles appearing on the Sunday classified advertising page, for the correct solutions of which cash prizes are awarded. Notice next Sun-

rates and facilities are accurately described, and in addition there are two large maps of the territory reached by the Lackawanna, showing the principal roads streams, lakes and other topographical, features on a large scale. These maps are in colors and were especially designed for this edition. More than one hundred halftones add to the interest of the book, and there is also a brightly written love story. It is stated the rate clerks of the Central Passenger Association have been unable to agree upon a differential for the Cincinnati, Hamilton & Dayton out of Cin-cinnati, via the Michigan Central and Detroit, the same as the Erie has via Dayton. The Erie objects on the ground of irregularity.

pletion of the week's series.

A. M. Schoyer, general superintendent of REAL ESTATEthe Northwest system of the Pennsylvania, is spending two or three days in Fort Wayne in the interests of the service of the various departments. He says it is purely a business trip, to establish closer relations with the heads of the different departments, and thereby be in a position to handle business more effectively.

The Pennsylvania Railroad passenger officials who will arrive at Cleveland tomorrow morning have reserved forty-two rooms for the party at the Hollenden Hotel for Friday. The intention is to see the city thoroughly, winding up the day with a visit to one of the theaters. The party is headed by J. R. Wood, George Boyd and E. A. Ford, head passenger officials of the respective lines.

This year's convention of the Brotherhood of Locomotive Engineers, which is to be held at Los Angeles, promises to be an exceptionally interesting one. It will be the first since the death of Grand Chief Arthur, and it is predicted there will be a lively contest for the head office. A large number of engineers are arranging to attend the convention, despite the distance.

The officials of the Erie Railroad have decided to begin work on the building of a direct track between Cleveland and Galion. This new route will shorten its line to both Cincinnati and Chicago. The through trains of the Erie will then pass through Cleveland instead of through Akron. Surveys have been completed for the work and construction will begin during the summer.

The Wabash reports for the seven months ended Jan. 31, gross earnings of \$14,038,154; operating expenses, \$10,066,872; miscellaneous earnings, \$187,380; net earnings, \$3,-788,662; accrued interest on bonds, \$1,854,833; leased lines, \$16,895; balance of joint track sundry accounts, \$22,991; additions to property, \$290,253; gold equipment bonds, sinking funds, \$58,957; appropriated for new equipment, \$600,000; total, \$3,788,109; balance to net income, \$554,000.

The Interstate-commerce Commission vesterday issued a report showing that in the United States during October, November and December, last, the total number of railroad casualties aggregated 14,485, a decrease of 702 as compared with the preceding quarter. There were killed 175 pas-sengers and 991 employes and 1,937 passengers and 11,382 employes were injured. The damage by these accidents to cars, engines and roadways amounted to \$2,527,000, a decrease of \$57,348.

The Lake Shore road is becoming uneasy over the grain rate war that has been ulsing the lake grain roads from Buf- REMOVAL-GUST ROSBERG, merchant tailor, falo to tidewater for the past two months, and has given notice that unless the contest between the New York, Philadelphia and Baltimore lines is speedily ended it will enter the rate war with a severe cut tem of stopping trains to let employes in all-rail rates. The rate, the notice states, will be cut 10 or 12 cents from Chicago to the seaboard, effective with the

opening of navigation. The report emanating from Norfolk, Va. to the effect that the Gould interests had secured control of the Norfold & Southern Railroad, operating 149 miles of road through eastern Virginia and North Carolina, is denied. Along with this report was the older one, that the tidewater railway projected from West Virginia to Norfolk, is also a Gould venture. President reduction in rates on pig iron from Cin-cinnati and Louisville of 15 cents per ton, Gould properties, states that the Wabash has no connection with either of the proj-

President Stuyvesant Fish, of the Illinois Central, stated to friends connected with that interest, when in the East, that business on the Central was quite satiswhich was dropped last fall, will be re-sumed at once. The double tracking of the mainline from Chicago to New Orleans is completed, except between Fulton and Memphis, a distance of 120 miles, and about one-half of this has been double-tracked, but not connected up. The sections al-ready completed afford considerable relief. Work on the terminal improvements and enlargements will be continued without interruption. The company has recently ordered thirty-five new locomotives for early fall delivery, and has made contracts for rails it will use this year. He looks for continuance of good business and expects an improvement in net earnings.

Pay of Rural Letter Carriers.

I noticed a letter published in one of the state papers some time ago, written by letter carrier, who says that he finds difficulty in keeping up a rig and maintaining a wife and four "kids" upon a salary of \$500 per annum. Perhaps, if he would write to Mr. Bristow, that gentleman Clark's Junction, 75 per cent. of which write to Mr. Bristow, that gentleman were actual number of cars handled in would state in detail how the thing could be done. Bristow's "hundred-family rule' prevents many carriers, who, like myself. are working on a \$500 salary, from getting proper compensation for their services. It places the government in the attitude of discriminating against one grade of em- BUSINESS CHANCE-Wanted: Homesteaders ployes and favoring another, for in some instances the so-called short routes are erations in that city. The passenger and longer and serve more patrons than those freight departments will reopen with the commanding the maximum salary. Brissame officials and clerks in charge. observed, yet it serves its purpose: that of the Baltimore & Ohio, says there are of keeping carriers from getting the comnow one hundred miles not covered by a pensation that the law has heretofore given them, when the route is twenty miles in length or more. We should expect a better system, with less injustice in it, avenue. CHARLES M. ALDRED. Rural Letter Carrier No. 36. Lapel, Ind., April 19.

The Union National Bank solicits your business; facilities second to none. william

MOVING AND TRANSFERING.

BICYCLES.

*FOR SALE-Your bicycle enameled; all parts nickeled and new rims and spokes for \$5; coast er brake fitted to your bicycle, \$3. FOUNTAIN SQUARE CYCLE CO., 1024 Virginia av. New 'Phone 9128.

FOR SALE-REAL ESTATE.

FOR SALE-At two-thirds of its value; a wellimproved black land farm of 85 acres, near the corporate limits of the city of Marion, including settled production of 1/2 royalty from nine pro ducing oil wells; annual income over \$2,000. Address LEROY TUDOR, Marion, Ind. OUT THEY GO

OUT THEY GO

Go where You will, then come to see us and go to North Dakota, the most prosperous State in the Union, and get 160-acre HOMESTEAD FREE and buy land adjoining for \$5.50 to \$12.50 per acre, easy terms. Ex. rates Locate in the greatest Northwest and hustle. Call for maps and facts. WM. H. BROWN CO., 131 LaSalle street, Chicago, Ill., or Mandan, North Dakota.

FOR TRADE-REAL ESTATE.

REAL ESTATE-For trade: \$1,800 grocery stock good business, for house and lot. THE J. BRADLEY CO., 56 Ingalls. REAL ESTATE-For trade: \$1,500 milliner stock, all new goods, fine as silk, for house and lot. THE J. BRADLEY CO., 56 Ingalls,

FOR SALE-MISCELLANEOUS.

FOR SALE-Cigar and Newsstand. 1118 East Tenth st. FOR SALE-Large fireproof safe; bargain if sold soon, 22 South Capitol avenue.

ASK YOUR GROCER FOR JOSEPH TAGGART'S PURITAN BREAD.

A CARD LIKE THIS Every Sunday for one year costs but \$1.95 per month. The Journal want page is profitable to the advertiser and reader.

FINANCIAL.

______ LOANS-Money on mortgages. C. F. SAYLES & CO., 127 E. Market st. FINANCIAL-5 per cent. money on Indianapolis city property, or on city property in any county seat town, or on farm property anywhere in Indiana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & CO., 10 E. Market st.

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS. New No. 241 Mass. av., 228 N. Del. st. Tel. 840

REMOVAL ANNOUNCEMENT.

cated at 7 and 9 Pembroke Arcade. 'Phone 663.

NOTICE.

WANTED-Cisterns cleaned and cemented. MOR-GAN & MORRIS, 703 Massachusetts av. Phones main 5659, new 1524. NOTICE-H. F. KESTER, 610 Virginia av., sant tary plumbing; special attention to repair work. Old 'phone, Main 445; new. 9165. NOTICE-Have the leaks in the tin and slate work of your house repaired by JOSEPH GARDNER, 39 Kentucky av. Telephone 322.

NOTICE-THE J. BRADLEY COMPANY, realestate brokers, buy, sell, exchange and auctioneering rooming houses a specialty. Room 56 LOST AND FOUND.

NOTICE-W. J. BATLEY, formerly of Royse-Batley Electric Co., now located at 207 Indiana av. All kinds of electric repairing and wiring.

returned to CASHIER, Claypool Hotel. MEDICAL.

LOST-Lady's gold watch and fob; name and

date engraved inside. Ten dollars reward if

FOR WOMEN ONLY. Dr. R. G. Raymond's remedy is perfectly reliable and has brought happiness to hundreds of women; why delay and suffer when by using this remedy you can get relief in 3 to 5 days. have never known of a single failure. All letters truthfully answered and mail orders promptly filled. Price \$2. DR. R. G. RAYMOND REMEDY CO., DEPT S., 41 S. STATE ST., CHICAGO, ILL.

PATENT ATTORNEY.

PATENT ATTORNEY-T. R. BELL, mechanical engineer, patent attorney. In above capacity I do not claim exceptional facilities, except those guaranteed by thorough knowledge of patent practice, technical training, honesty and care, beyond which no special advantages exist. 49 and 50 Ingalls Bldg.

BUSINESS CHANCE.

BUSINESS CHANCE-For sale or trade for real estate, a first-class drug store with fine soda fountain; good trade and splendid corner loca-tion; price, \$2,500. THE BUSINESS EX-CHANGE, 61 Fitzgerald building. -Personally conducted excursion May 17 for ree homesteads in North Dakota; No. 1 hard wheat farm. Write GEO. MARTIN, vice president American Immigration Association for the Northwest, 830 N. Ill. st., Indianapolis.

RESTAURANTS.

THE VIADUCT FARMERS' RESTAURANT-Men and women to board; \$2.50 per week; rooms all prices. IDA SNYDER, 316 Virginia

BICYCLE. FOR SALE-Your bicycle enameled; all parts nickeled and new rims and spokes for \$5; coast-

SQUARE CYCLE CO., 1024 Virginia av. New

SITUATION WANTED.

SITUATION WANTED-By a young man of good general ability. Address A. E. K., 640 Virginia av.

VITAL STATISTICS—APRIL 20.

Births.

William F. and L. A. Wirms, 924 Jefferson and C. Richards, 1228 West Washington, John and Lucile Taylor, 1219 Central avenue, Harry and Emma Bolinger, 1325 Madison ave-Joseph and Lena Munz, 1114 Nelson street, girl. William B. and Anna McIntosh, 1327 Madison, Frederick and Anna Whitlock, 85 Woodruff Ed and Mamie Deitz, Hoefyer street, girl.

Marriage Licenses.

Henry Clampitt and Blanche Russell, Walter Knowles and Edith White. Christian Olsen and Laura Nelson. Nicolo Vero and Mary Mauzi. George Pressell and Clara Smith, Oliver Fink and Olive Evans. Fred Bernd and Bessie Meyers. Dudley Swartz and Dorethea Winter. Chaud Fuller and Anna Jones. Norman Sulgrove and Anna Hendrickson. Luis Smith and Emma Duryea. Albert Campell and Minnie L. Nogle. John Doyle and Hortense Ullman.

Deaths.

Timpin Bingham, city, age forty-four, lius. Jennie Wright, age twenty-three, Madison road tuberculosis James Ivory, age seventy, 2610 Rural street, Willie Gill, age four, 871 West Vermont, me-William Lephfur, age forty-two, 2821 Sherman

Estelle May Oliphant, age twenty-six, 620 Birch Charles McNimery, age twenty, 604 West Tentl Samuel Goodwin, age seventy-four, Deacones Hospial, senility. Isaac N. Lawson, age forty-nine, 1817 Senate

BLACKWILDER-The funeral of Hattie Mary Blackwilder, daughter of Mr. and Mrs. H. W. Tutewiler, will take place Thursday morning. April 21, 1904, at 10 o'clock, from the family residence, 1404 College avenue. Burial private. M'ELWEE-John McElwee, Tuesday, April 19, at 9:25 p. m., at the home of his daughter, Mrs. John W. Pendergast, 1216 Cornell avenue. Aged

22 years. Funeral notice later.

MONUMENTS-M. H. Farrell, 241 West Wash ington street. 'Phone, New 2418. MONUMENTS-A. DIENER, 449 E. Washington Tel. 2525. Branch works e. entrance Crown Hill

MONUMENTS.

FUNERAL DIRECTORS.

C. E. KREGELO, Funeral Director. 'Phone 250. ADAMS & KRIEGER. 'Phones 1164. Funeral directors, 159 N. Ill. Lady attendant TUTEWILER & SON. Undertakers, 129 W. Market st. 'Phones 216. FRANK A. BI.ANCHARD, Undertaker, 153 N Delaware st. Lady attendant. Both 'Phones 411. FLANNER & BUCHANAN-320 N. III. st. Both 'Phones 64l. Lady attends all calls for ladies and children. Automobile wagon insures prompt-

SOCIETY NOTICES.

MASONIC-Pentalpha Lodge No. 564, F. and A. Masons. Called meeting in Masonic Temple this (Thursday) evening, April 21, at 7:30 o'clock, for work in the second degree. Visitors welcome. THOMAS G. LEE, W. M. F. T. M'QUIDDY, Secretary,

STORAGE.

STORAGE-Moving, \$1 per load. Old, 768. STORAGE-PACKING, HAULING. HOGAN TRANSFER AND STORAGE CO. MAIN 'PHONES 675. EXTRA 'PHONES 670. STORAGE-The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

WANTED-MALE HELP.

WANTED-Twenty teams at corner of Mass

ave. and Delaware st.

WANTED-Man to meet retail trade for manufacturing house; salary, \$20 and expenses previous experience unnecessary. STANDARD, Carton, Chicago. WANTED-25 Austrians, 50 colored teamsters and scraper holders, blacksmiths, steam shovel hands, help of all kinds; free fare; ship to-day. MOSER'S AGENCY, 160 E. Market st. WANTED-St. Louis world's fair, men work palmistry studio; \$20 weekly; experience uninstructive palmistry book free. FREDERICK, 213 W. 125th, New York. WANTED-For U. S. army, able-bodied, unmarried men, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind. WANTED-If you are in need of a position or desire to employ male or female help advertise in the Journal. If you are a subscriber to the Journal and do not find it convenient to call at the office you may telephone your advertisement and it will be charged to your account. Five

WANTED-FEMALE HELP.

cents for each seven words or any part thereof.

WANTED-Old feathers. 416 Mass. av. B. F. DUBOIS. Main 1428. WANTED-St. Louis world's fair, women, work palmistry studio; \$20 weekly; experience unnecessary; instructive palmistry book free. FRED-ERICK, 213 West 125th, New York.

WANTED-AGENTS.

WANTED-Agents wanted; men and women small household article; just out; easy seller; big profits. SENECA FILTER CO., Seneca, Mo.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a line. Blank or dash lines at the same price per line. Telephone 238 and your ad. will be called

WANTED-ROOMS.

WANTED-Two furnished rooms for light housekeeping; state price. Address Box 212, care the

SEALED PROPOSALS.

Notice is hereby given, That the undersigned, the Board of Commissioners of Marion county, Indiana, will, up to 16 o'clock a. m., Thursday, May 5, 1904, receive sealed bids for construction of a bridge over Goose creek, on West Newton road, in Section 14, Township 14, Range 2, in Decatur township, according to plans and specifications on file in the office of the Auditor of Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids.

Witness our hands, this 20th day of April, 1904. JOHN E. M'GAUGHEY,

JOHN M'GREGOR,

THOS. E. SPAFFORD,

Commissioners of Marion County. CYRUS J. CLARK, Auditor. PROPOSALS FOR CAP AND COLLAR ORNA-MENTS-Chief Quartermaster's Office, Chicago, Ill., April 18, 1904. Sealed proposals, in tripli-cate, will be received at this office, until 12 o'clock noon, Tuesday, May 3, 1904, for delivery, at either Chicago, Philadelphia or Boston depot, of a large number of cap devices and collar ornaments, all strictly conforming to standards and specifications. Government reserves right to reject or accept any or all proposals of any part thereof. Preference given to articles of domestic production and manufacture, conditions of quality and price (including in the price of for-cign productions and manufactures the duty thereon) being equal. Particulars and blanks for proposals will be furnished upon application. Envelopes containing proposals to be indorsed "Proposals for Cap and Collar Ornaments" and addressed to LIEUT. COL. W. H. MILLER, Chief Quartermaster.

Your paper is not delivered to you regularly and early enough in the morning, be so kind as to notify us, that we may remedy the fault.

It should miss delivery, a telephone message will bring you a copy by messenger within half an hour.

BOTH PHONES.

ASK FOR THE JOURNAL

RAILROAD TIME CARD

WEST BOUND-For

Kankakee and Way Stations ... 7.00 a m. Lafayette and Way Stations ... 5.15 p m. Champaign and Way Stations ... 4 10 p m.

Union City and Way Stations ... 11.00 s m.
Union City and Way Stations ... 12.00 s m.
Muncie and Fort Wayne ... 7.00 s m & 8.25 pm.
Fort Wayne, Sundays ... 8 00 s m.
Benton Harbor and Way Sta... 7.00 s m & 11.50 s m.
Bikhart and Way Stations ... 4.45 p m.
Greensburg and Cincinnati.. 5.45 a m; 4.50 s m.

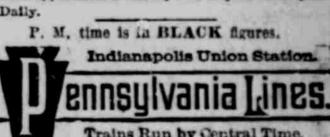
Greensburg and Cincinnati.. 5.55 p m & 6.20 p m.

8 North Illinois St. Claypool Hotel.

City Ticket Office, 8 N. Illinois St., Claypool Hotel.

Leave Indianapolis 47.00 a m s11.50 a m 8.35 pm 12.55 a m fayette and Chicago Michigan City Monon (Ind.) Accommodation. \$4.00 pm

Toledo, Chicago & Mich. Ex., 7:15 a.m. *10:25 a.m. Toledo, Detroit & Chicago Ltd. *12:20 p.m. 3:25 p.m. Mich. City, Muncie & Laf. Spl. 7:20 p.m. 10:25 p.m.



Washington Streets. Daily, Daily, except Sunday. | Sundays only. LRAVE ARRIVS FROM INDIANAPOLIS TO hiladelphia and New York..... ouisville Accommodation..... North Vernon and Madison..... Pittsburg and East, Phil., New York. 10 •6.8 ouisville and Madison..... pencer and Bedford acc tsburg and East.

Greencastle and Terre Haute 8.35

CENTRAL INDIANA RAILWAY. -West-bound- -East-bounda.m. a.m. p.m. a.m. p.m. p.m. Anderson 7.45 10.10 Noblesville ... 9.55 11 01 Ladoga 3.35 **** ****

Carbon 7.29 **** **** Brazil 8.00 W. S PARKHURST, G. F. & P. Anderson, Ind. INDIANA UNION TRACTION COMPANY. Tipton-Kokomo Div. Leaving Indianapolia.

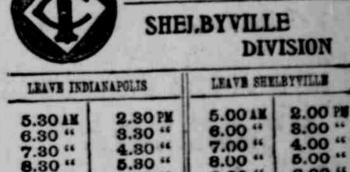
5:30 a. m. 6:45 a. m. 7:30 a. m. 8:45 a. m. 9:30 a. m. 10:45 a. m. •8:00 a. m. •11:00 a. m.

General Offices, Lebanon, Ind.
Indianapolis waiting rooms, ticket office and
express office, 119 West Maryland street, Union First through car for Lafayette leaves Indian-apolis at 4 a. m. and arrives at Lebanon at 5:10 a. m., Frankfort 5:30 a. m. and Lafayette 6:35 a. m. Second through car leaves Indianapolis at a. m., arrives at Lebanon at 7:31 a. m., Frank-fort at 5:14 a. m. and Lafayetta at 5:17 WANTED—We want a local agent in every town where we are not represented. We prove to our representatives that the Densmore is the best, and consequently they can easily sell in competition. DENSMORE TYPEWRITER CO.

All advertisements inserted to be a superson of the prove that the densmore is the competition. DENSMORE TYPEWRITER CO.

All advertisements inserted to be a superson of the prove that the densmore is the fayette at 6:25 a. m., arrives at I all and every hour thereafter until 9:25 a. m., and

p. m. Last car from Latayette to Decanon leaves
Lafayette at 11:25 p. m. and arrives at Lebanon
at 1:15 a. m.
Express Department — Consignments received
until 10 o'clock a. m. for delivery the same day
to all points between Indianapolis and Frankfort and until 6 p. m. for delivery to all points
before 9 o'clock the next morning. THE INDIANAPOLIS AND CINCINNATI TRACTION CO.



12.00 m'a | 9.00 " 9.30 " 1.00 PM 10.30 " •11.00 " WAITS FOR CLOSE OF THEATERS

GREENFIELD LINE. GEORGIA STREETS.

For Greenfield, Knightstown and intermediate stations cars leave at 5:55 a. m. and each hour thereafter until 7:55 p. m. and 9:25 p. m. Care leaving at 8:55 and 11:55 p. m. run only as far as Greenfield.

Combination passenger and express care leave at 5:55, 7:55 and 11:55 a. m. for Knightstown and 8:55 a. m. and 2:55 p. m. for Richmond.

FREIGHT CARS. For Knightstown, Richmond and Intermediate stations cars arrive at 7:15 a. m. and depart at 9:30 a. m. For Greenfield and intermediate stations cars arrive at 7:15 a. m. and leave at 5:00

INDIANAPOLIS, COLUMBUS & SOUTH-

Washington streets for Southport, Greenwood, Whiteland, Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and evville and Columbus. First car at 5 a. m. and every hour thereafter until 8 p. m. The last car leaves at 11:15 p. m. At 9 and 10 p. m. cars leave for Franklin and intermediate points only.

Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m.

INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

Cars leave Mooresville for Indianapolis and Martinsville at 5:30 a. m.

Express car arrives at Indianapolis at 10:40
a. m. and departs at 12:90 m.; also arrives at 4:40

Springfield and Columbus, O... +6.60 a m & *1.00 p m.
Lynn and Way Stations....... 6.15 p m.
*Indicates Daily.

CITY TICKET OFFICE

eave Indianapoli 4.60 a m Cincinnati Express 10 40 a m *5.00 p m . *7.02 p m 4.00 a m . 10.40 a m

•7.02 p m *4.50 a m

Chicago Express Trains, vis Roachdale, Crawfordsville, La-

. Daily. . Sunday only.

· Daily. Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and

Phil. and New York, "The Limited". . 6.50 Dayton and Xenia..... Logansport and Chicago VANDALIA LINE.

Waveland 4.55 ****

6:15 a. m. 7:15 a. m.

·Limited trains. INDIANAPOLIS & NORTHWESTERN

TRACTION COMPANY.

6.00 " 9.00 " 6.30 " 9.80 10.00 " 7.00 " 7.30 " 10.30 " 8.00 " 11.00 " 8.30 " 11.30 ' 12.30 PM 1.30 "

IND'P'LIS & EASTERN RAILWAY CO. ALL CARS DEPART FROM MERIDIAN AND For Richmond, New Castle and intermediate stations cars leave at 6:55 a. m. and every two hours thereafter until 6:55 p. m. Above cars make direct connections for Dayton, Columbus, Newark, Lima, Marion and Cincinnati, O. For Greenfield, Knightstown and interm

a. m. Also arrive at 2:10 p. m. and leave at 3:30

ERN TRACTION COMPANY. Through passenger cars leave Pennsylvania and

Walting room and station, 47 Kentucky avenue. First car leaves from in front of No. 47 Kentucky avenue for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter on the half-hour mark until 6:30 p. m. The 7:30 p. m. ear runs only to Mooresville, the 8:30 car runs to Martinsville and the next and last car leaves at 11:30 p. m., running to Martinsville.

Leaving Martinsville for Indianapolis and intermediate stations first car at 5:30 a. m. and every hour thereafter, on the thirty-minute mark, until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, and the 8:30 car to Indianapolis and the next and last car leaves at 10:30, running to